





## INTIMATIONS.

**DINNERFORD'S FLUID MAGNÉSIA.**  
The best remedy for Acidity of the Stomach.  
**DINNERFORD'S FLUID MAGNÉSIA.**  
For Heartburn and Headache.  
**DINNERFORD'S FLUID MAGNÉSIA.**  
For Constipation and Indigestion.

## HONGKONG TRADING CO. LD.

GENTLEMEN'S OUTFITTING  
DEPARTMENT.  
NEW HOSIERY  
To Hand. Ex. Recent Arrivals.

BULK AND SPUN SILK HALF-HOSE.  
WHITE AND FANCY COLOURED LISLE.  
THREAD HALF-HOSE.  
FANCY COLOURED AND STRIPED.  
MERINO HALF-HOSE.  
NATURAL WOOL HALF-HOSE.  
PLAIN AND FANCY CASHMERE HALF-HOSE.  
BALBRIGGAN HALF-HOSE.  
MARINE BLUE, SLATE, DRAB, COTTON HALF-HOSE.  
VERTICAL STRIPES.

HONGKONG TRADING COMPANY, LD.

12 GOLD MEDALS 5 SILVER MEDALS

By Appointment.

K. H. N. &amp; CO.

HONGKONG, YOKOHAMA.

(Established, 1869).

THE ORIENTAL FINE ART DEPOT.

Known as the Oldest and most reliable Establishment in the East.

Hongkong, 9th February, 1891.

BY APPOINTMENT.

A. S. WATSON &amp; COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best European makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOTTLES OF SODAS.

We continue to supply large bottles as heretofore, free of extra charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

Whenever practicable, are despatched by first steamer leaving after receipt of order.

RICE COAST PORTS.

Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for packers and emptied when received in good order.

COURTESY ORDER BOOKS.

Supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

All signed messages addressed thus will receive prompt attention.

The following is a list of Waters always kept ready in Stock:

PURE ALKALINE WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

LITHIA WATER.

SARAPARILLA WATER.

Tonic WATER.

GINGER ALE.

No Credit given for Bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON &amp; CO., LIMITED.

Hongkong, China, and Manila.

[2-19]

The Daily Press.

HONGKONG, May 2nd, 1891.

THE Governor's reply to the Hon. T. H. WATKINS on the position and prospects of the Colony is completely destructive of the pessimistic position taken up by that gentleman. That Hongkong must flourish and progress is not only a matter of hope, but of reasonable certainty, the geographical situation of the Colony being such that it must share in and profit by whatever extension of trade may take place between China and the rest of the world. It is easy to point to the decline of the tea trade, to the decline of the opium trade, and to the falling off in emigration, all of which are causes prejudicially affecting the prosperity of this Colony, but whatever decline may be seen in this direction or in that direction there can be no reasonable doubt that the volume of trade as a whole is bound to grow. We have behind us an empire with a population of nearly 400,000,000 and a foreign trade of only HK\$ 214,237,961; yet HK\$ 269,000,000, while India, with a smaller population, has a foreign trade of some HK\$ 659,000,000. China is opening up, slowly it is true, but the process is bound to continue, and as the trade of China increases so the trade of Hongkong must increase. And this increase, there is every reason to believe, will proceed not merely *pari passu* with China's increase but in a more rapid ratio. In 1880 the share of Hongkong in the total foreign trade of China was less than 30 per cent.; last year, excluding the Kowloon Customs returns, it was over 40 per cent. With the prospect before us of an increasing percentage in a growing trade we must confess that we cannot find much cause for uneasiness as to the future of the public finances. If one item of the revenue, such as the Opium Farm, falls off, the decline will be more than made up on other items. In 1880 the revenue was HK\$ 1,655,329; last year it reached HK\$ 1,995,280. Granting that the rent for the Opium Farm may decline in the year following, the revenue is sufficiently elastic to bear the strain.

As to the depression, through which the Colony has been passing and from which it appears to be now emerging, the cause is, we think, made sufficiently clear in the Governor's speech and the information he has obtained from the Registrar of Companies. There has, as we have shown in previous articles, been no diminution in the general trade of the Colony, but even public companies

formed since December, 1888, there has been a depreciation of HK\$ 126,730 below the paid up capital. It is true the depreciation has been almost made up by the appreciation in other new companies, but a good many of the shareholders in the unfortunate companies have not been in a position to benefit by the success of the more fortunate ones and their ventures have resulted in a dead loss of hard cash. These heavy losses have shaken confidence and damped enterprise to some extent. We have no desire to underestimate the serious nature of the crisis which overtook the Colony in the latter part of 1888, and it is earnestly to be hoped that its lessons will not soon be forgotten, but the sources of the permanent prosperity of Hongkong have remained untouched. The wonderful recuperative power of the Colony is shown in the fact that the heavy losses above referred to should have been borne with so little resort to the Bankruptcy Court. In 1889 there was, it is true, a substantial increase in bankruptcies, the number of cases being 47 as against 17 in 1888 and the amount of debts proved HK\$ 69,651 as against HK\$ 98,585, but in 1890 the tide of adversity had evidently begun to ebb, the number of cases falling to 28 and the amount of debts proved to HK\$ 112,353. Further evidence of renewed prosperity is afforded by the Harbour Master, who opens his report for 1890 with the gratifying announcement that the shipping returns "show a marked advancement in the trade of the Colony." Having summarised the returns as regards foreign shipping Captain RUMNEY is able to state that "there is also a considerable revival of the junk trade."

And this brings us to the closing portion of the Governor's speech, on which we must not uncomplacently join issue. His Excellency says he is told and believes that the present tonnage dues might be very considerably increased, and might be made something more nearly approaching the average of other ports, and yet all, or nearly all, the vessels which now come here would still have to come here, inasmuch as their not coming here would cause them a loss considerably greater than the increased tax. Whether this view is completely correct His Excellency says he cannot say, but he believes there is at all events sufficient truth in it to suggest the consideration whether additional revenue might not be raised, or whether the revenue remaining at the same amount the incidence of taxation might not be more fairly distributed to the relief of the mite-payers. Now, the Colony exists by its shipping trade, and to put any unnecessary tax on the chief source of our prosperity would be mistaken policy indeed. His Excellency says that if additional taxation were imposed all, "or nearly all," the vessels which now come here would still have to come. We invite attention to the expression "nearly all," as showing the danger of the course hinted at. We cannot afford to drive away any of our shipping, however small it may be thought the quantity would be. If one vessel goes the probability is that another will follow. If the revenue would be so we would gladly see the light dues abolished in toto, and there must certainly be no wavering as to the remission of the Gap Rock dues when the special work for which they were imposed is completed. The Governor's remarks as to the proposed Harbour Board and his suggestion that such a body is formed it should be empowered and required to raise from ships all funds which have to be expended for their benefit are, however, well worthy of consideration. His Excellency reminds us that besides the light dues there are other costly services, such as the Harbour Master's establishment, harbour launches, harbour police, and the Observatory, involving an aggregate expenditure of some HK\$ 300,000 per annum, which are maintained for the benefit of the shipping. But he is in error when he says that these are principally maintained out of the ordinary taxation of the Colony. Exclusive of the Gap Rock dues, which must not be taken into account, we gather from the revenue returns that the payments by craft of all kinds last year amounted to some HK\$ 300,000. The ordinary light dues yielded about HK\$ 260,000; junk licences HK\$ 22,000; shipping seamen HK\$ 10,000, and registry of cargo boats, surveys of vessels, and other smaller items bring the total up to the figure we have mentioned. Thus if a Harbour Board were constituted on the basis suggested by the Governor and took over the services mentioned there would be an annual balance, on the basis of the present taxation (always exclusive of the Gap Rock dues), of some HK\$ 100,000, which might be applied either to the reduction of taxation or to improvements, to say nothing of the greater economy with which a Harbour Board might possibly conduct the services. It would, therefore, we think, be well for the shipping interest to close as speedily as possible with the quasi-official institution in the Governor's speech. There is little likelihood of any remission of taxation under the present system, and with a Harbour Board there would certainly be no necessity for increasing taxation. There is therefore every reason to be gained and nothing to be lost by the proposed arrangement.

There will be a game of Polo at Cossuway Bay at a quarter to five this afternoon.

The Agents (Messrs. Messers & Co.) inform us that the D. D. H. steamer Polygmina, Capt. E. Volmer, from Hamburg, left Singapore at noon yesterday for this port.

We are requested to mention that until further notice and commencing to-morrow the evening service at the Cathedral will begin at 5 p.m. instead of 5.45 p.m.

To-morrow morning, between 9 and 10.30 o'clock, the steamer *Jaeger*, carrying the British flag, will call alongside any vessel having cargo to be carried to the coast.

The *Times* says that a marriage has been arranged between Nora, eldest daughter of Sir Francis Plunket, and the daughter of the late Lord de Vries.

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We learn that the Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*.

The Singapore papers report that Sir Frederick had been charged with the recovery of the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

In our Post Office notices yesterday it was stated that the Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

At Singapore, a man named John Donohue, who gives himself up to the police upon a confession which he is alleged to have made, signed to the effect that he had been a Chinaman in the O. & O. steamer *Osaka*. The Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

At the Marine Magistrate's Court yesterday before Commissioner Macdonald, the Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

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Two persons were more or less injured by the falling of a verandah on Thursday last at a house in Station Street, Yau-mai. The house was a very old one and the verandah had been added at a somewhat late date. On Thursday the verandah and the house were in a state of decay, and the falling of the verandah was due to the decay of the structure.

With reference to the question put to the Governor in the House of Commons on the 22nd March by Sir John Pope Hennessy, the Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

Mr. Wise at the Police Court yesterday when he said a police officer to a pig by carrying a stick at the street and not at the back of the pig. The Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

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## POLICE COURT.

1st May.

Before Mr. A. G. WISE.

**THE LOST OF A BIRD IN THE FOREST.**  
Charles, an Italian, was charged with the recovery of the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

His Worship said that at the previous hearing he had come to the conclusion that defendant had been guilty of a breach of the law. The Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

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## HARMONY.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—It is that the Hon. the Governor, Lady Des Vries, and family have on the 7th inst. by the O. & O. steamer *Osaka*. The doctors were of opinion that a change of climate would bring about an improvement, and Sir Frederick was to leave for Europe by the French mail.

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Sir,—It is that the Hon. the Governor, Lady Des Vries, and family have on the



OWNERS, will be validly transferred to the DEBT contracted by the Officers or crew of the following Vessels during the Hongkong Harbour:—

**ARLINGTON**, APMAL, Brit. str., J. G. Davidson & Co.

**David Sassoon, Sons & Co.**

**COLUMBUS**, Ger. ship, L. Heesloop & Co.

**DOROTHEA**, Ger. bk, H. Th. Moeller & Co.

**LINCOLN**, Ger. str., G. Heusermann & Co.

**ST. JAMES**, Amr. bk, W. D. Burpham & Co.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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**METEOROLOGICAL REGISTER.**  
30TH APRIL, AT 4 P.M.

STATION.	Baromet. red to sea level.	Thermom. Tempera- ture.	Humidity.	Wind. Dir. (Force).	Weather.	Rain last 24 hours.
Wladivostok	30.14		NE	1		
Tokio	30.14		NE	1		
Manila	30.11	62	SE	1		
Shanghai	30.11	62	SE	1		
Peehow	30.18	64	SE	1		
Amoy	30.11	62	SE	1		
Amur	30.11	62	SE	1		
Swatow	30.16	62	SE	1		
Hongkong	30.14	62	SE	1		
Victoria Peak	30.14	62	SE	1		

**VESSELS ON THE BERTH**

**THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

**THE Company's Steamship**

"DIAMANTH,"

Captain G. Taylor, will be despatched for the above Port TO-DAY, the 2nd May, at 4 P.M.

For Freight or Passage, apply to  
**RUSSELL & CO., General Managers.**

Hongkong, 30th April, 1891. 11069

**VESSELS ON THE BERTH**

**CANADIAN PACIFIC RAILWAY COMPANY.**

Proposed sailings from Hongkong 1891.

**FABTHA** ..... Tuesday .. 5th May.

**EMPERESS OF JAPAN** ..... Tuesday .. 2nd June.

**EMPERESS OF INDIA** ..... Tuesday .. 30th June.

**THE Steamship**

"FABTHA."

Capt. J. Punter, R.N.R., sailing at Noon **THURSDAY** the 5th May, with 1st Macao

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.										Mails, will proceed to VANCOUVER, SHANGHAI INLAND SEA, KOBE, YOKOHAMA.									
FOR TAKAO.										THE Company's Steamship									
RATES OF PASSAGE FROM HONGKONG, FIRST CLASS.										To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. .... \$23 50									
"HAIPHONG."										Captain Harris, will be despatched for the above Port To-MORROW, the 31st day, at DAY- LIGHT, instead of previously advertised.									
For Freight or Passage, apply to DOUGLAS STEAMSHIP & Co., General Managers.										To San Francisco, Seattle, Portland, O. .... \$25 50 To Winnipeg, ..... 27 50 To Minneapolis, St. Paul, Duluth, ..... 28 50 To Chicago, Kansas City, St. Louis, ..... 29 50									
HONGKONG, 30th April, 1891.										11077									

FOR TAKAO.

Hongkong	50.19	75	63	2	6	0	0
Victoria Peak	50.19	75	63	2	6	0	0
Canton	50.19	75	70	7	1	0	0
Macao	50.19	75	63	2	6	0	0
London	50.02	75	98	N.W.	2	1	0
Manila	50.00	80	56	N.W.	2	1	0
Yokohama	50.00	80	56	N.W.	2	1	0
Cape S. James	50.00	80	56	N.W.	2	1	0

Bremerstein, register, Graduated rather sharp for N.E. wind.  
 Rather cloudy, rather calm and light breeze at 2.00 a.m.

HONGKONG REGISTER.							
Provision	On date	On date					
	3 P.M.	12 M.					
Barometer	30.24	30.19	79.93				
Temperature	82	69	71				
Humidity	74	61	68				
Direction	N.E.	E.	E.				
Force	5	5	4				

Ports on MONDAY, the 4th May, at Noon.  
For Freight or Passage, apply to

THE CANOE HOME TOWIE.

Captain G. Langbore, will leave for the above Places on MONDAY, the 4th May, at Noon.

B. L. WEDDIN  
Superintendent.

Hongkong, 34th April, 1891. [1073

On Sunday in December, 1888, a British trawler vessel arrived at Oporto. Only a brief look was needed to assure the spectator that she had made the long voyage from India. The vessel was a small one, and the absence of a visit home, and others so were wanted that the vessel was to be sent to the coast from the coast to the coast of India. Of those

NAVIGAZIONE GENERALE ITALIANA  
(PIRELLA & RUSSO) LIMITED COMPANIES.

SINGAPORE, PENANG, AND BOMBAY.  
Having connection with Company's Mail Steamers

including prepaid return tickets, and the enclosed 12 months of the company's original tickets, will be allowed 10 per cent on the return fare.

Prepaid return tickets to European ports will be issued available for 12 months at \$ for 4 months \$75.

Passage and Freight, Bills of Lading Insure Japan, Pacific Coast Ports, and to Canada and United States Ports.

For full particulars of Goods for Sale, Steamers should be in quadruplicate.

ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, &c. CALLING.

nized in Her Majesty's First Regiment and was soon ordered out to India, where I arrived on the following Christmas, and left there for Borneo Oct. 26, 1876, where I remained eighteen months, being present at Mandalay when King Theebaw surrendered to our troops. Here my good health began to give way. At first, I had a sinking feeling at night, and the doctor said it was cholera, and growey I could scarcely keep up. I had pain in the right side and under the shoulder blades. My spirits were depressed and everything seemed sad and melancholy. I could not sleep, and lay in bed all day. After a few days I felt almost well for look-out. My skin and eyes turned yellow as is so common with Europeans in India; my tongue was badly coated, feet cold and clammy, stomach sick and sour, vomiting and constipation set in. I had from first lay in bed for four months in 1887.

"Both the Regimental doctor and a doctor of the Indian Government said I was suffering

FOR SHANGHAI VIA AMOY.

and I consulted a doctor at Warboys, but what he gave me did not do good effect.

"At last it was Mr. Nicholl, the Chemist, at Warboys (now of Croydon) who said to me, 'Hold on, I will give you some Serravallo's Compound Syrup. On this I bought a bottle and used it, and but I couldn't see it did any good. Mr. Nicholl said to me, 'I will give you the second bottle free of charge.'"

"I took it, and before I had taken the half of the second bottle I began to feel relief. This was encouraging, and I procured the third bottle. Before I had finished it I was much improved, that I was asked to go back to work. But I was

**THE COMPANY'S Steamship**

**"CREST."**

Captain Barr, will be despatched as above on THURSDAY, the 7th May.

For Freight or Passage apply to  
**BUTTEFIELD & SWIRE,**  
Agents.  
Hongkong, 1st May, 1891. [1069]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND**

**BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG.**

**POKES IN THE B. S. SEA AND BALTIC PORTS.**

**LONDON, NEW YORK, BOSTON, TIOBRE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.**

**THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.**

**N.B.—CARGO CAN BE TAKEN ON THE**

THE Company's Steamship  
"CHINGTUNG"

I owe my life and health to a Mother Sympliciter's Cure. I was suffering from a severe attack of dyspepsia and indigestion, and was unable to eat or drink. I was in England and could not hear my own voice. I have never lost an hour's work since, and will gladly apply letters of enquiry.—John Holson, Warboys, Huntingdonshire.

Mr. Holson's real disease was indigestion and dyspepsia, caused by changes of climate, food, and habits. The diarrhoea was one of its symptoms.—Nature's effort to get rid of the poisonous matters in the stomach and bowels.—The Sympliciter's Cure cured the disease and the dyspepsia, and the symptoms vanished as a necessary consequence. But our friend did not get the right and only remedy a day too soon.

**FOR HONGKONG.**  
THE S/S. L. I. German Ship  
"COLUMBUS,"  
L. Heeslop, Master, thoudy expected, will load here for the above Port and will have quick despatch.  
For freight apply to  
**ARTHOLD KARRERS & Co.**  
HONGKONG, 13th April, 1891.

**FOR FURTHER PARTICULARS, APPLY TO**  
MELCHERS  
Agents.  
HONGKONG, 13th April, 1891.

**FOR NEW YORK.**  
THE S/S. L. I. American Ship  
"McLAURIN,"  
Coke, Master, will load here for the above Port and will have quick despatch.  
For freight apply to  
**BEUTLER, BROCKHUSNANN**  
HONGKONG, 13th April, 1891.

OCCIDENTAL AND ORIENTAL STEAM

Passengers by this line have the option of proceeding Overland by the Southern Pacific connecting Lines, Central Pacific, Northern Pacific, or Canadian Pacific Railways.

Passengers, who have paid full fare embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance will apply to through fares from China and Japan to San Francisco.

Consular Invoices to accompany Cargo destined to points beyond San Francisco must be presented. These invoices must be sent to the Consular Office, addressed to the Collector of Customs at San Francisco.

No. 50A, Queen's Road Central  
J. S. VAN BUREN, Acting Agent

DE JANEIRO\* will be despatched  
SAN FRANCISCO via YOKOHAMA  
TUESDAY, May the 19th, at ONE P.M.,  
Passengers and Freight for Japan, the U.S.  
States, and Europe.  
Lading issued for  
portation to Yokohama and other Japan  
to San Francisco, to Atlantic and  
Cities of the United States, via Over-  
Railways, to Havana, Trinidad, and Dem-  
and to ports in Mexico, Central and  
America, by the Company's and general  
Steamers.  
Through Passage Tickets granted to  
land, France, and Germany by all  
Atlantic lines of Steamers.  
First-class Fares granted as follows:-  
To San Francisco \$225

only.	To Liverpool .....	32
Coast	To London .....	33

Embarking at San Francisco for China or (or vice versa) within one year, will be at a discount of 10 per cent. from Retarar. *This allowance does not apply to through-freight from China and Japan to Europe.*

Freight will be received on board until the day previous to sailing. Parcel Post will be received at the Office until 5 p.m. daily; all Parcel Post items should be made address in full; value of same is required.

Consular Invoices to accompany Cargo, destined to points beyond San Francisco

Collector of Customs at San Francisco.  
For further information as to I

S. Port, and will have quick despatch.  
For Freight, apply to  
METCHERS &  
Agents  
Hongkong, 16th April, 1891.

CO-  
S. N. FOR SAN FRANCISCO.  
THE 3/3 L L E Atlantic Bark  
"ST. JAMES".  
Burnham, Master, will load here for the  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL  
Hongkong, 22nd April, 1891.

AND  
T. A. FOR NEW YORK.  
THE 3/3 L L E British Bark  
"AUSTRIA".  
Dakin, Master, will load here for the  
Port, and will have quick despatch.

P.M.,  
5th

Hongkong, 27th April, 1891.

be subject to Rent. All damaged Goods  
left in the Godowns, where they will be on  
at 11 A.M. on the 4th proximo.

**BUTTERFIELD & SWIRE**  
Agents  
Hongkong, 23th April, 1891.

**TO CONSIGNEES OF OPTIONAL  
EX O. S. S. CO'S S.S. "TELMAR"  
FROM LIVERPOOL.**

**SHIPPING Orders** must be obtained  
S. Underigned not later than the 4th  
for shipment per steamer "BELLEROPHON"  
**BUTTERFIELD & SWIRE**

\_\_\_\_\_

Co.,  
[7]  
In the event of complaint, necessary communication with the Under Secretary will be requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
D. GILLIES  
Secretary  
Hongkong, 26th August 1885.

Report,  
Co.,  
1068

**P O R T L A N D C E M**  
J. B. WHITE & BROS  
SOLE AGENTS FOR CHINA,  
HOLLIDAY WISE  
Hongkong, 11th April 1889.

THE INDIAN MAIL.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m., or in Letter Boxes at 11.30 a.m. and 3.30 p.m. on Saturdays. The Cars 9, 12 and 3.30 p.m. on Saturdays. 1. Boxes at Peak will be closed at 12.30 and 4.30 p.m.

A MAIL VAN CLOSURE.

For Shanghai.—Per Fookeang, to-day, the 1st, at 11.30 A.M.

For Amoy and Madia.—Per Else, to-day, the 2nd inst, at 2.30 P.M.

For Amoy and Manila.—Per Diamond, to-day, the 2nd inst, at 2.30 P.M.

For Saigon.—Per Chalydra, to-day, the 2nd inst, at 3.30 P.M.

For Shanghai.—Per Ashington, to-day, the 2nd inst, at 3.30 P.M.

For Takow.—Per Haiphong, to-day, the 2nd inst, at 3.30 P.M.

3rd inst., at 8.30 A.M.  
For Haiphong.—Per *Delta*, to-morrow

for Sundakana, Timor, Port Darwin, The  
Island, Cooctown, Cairns, Townsville, Br  
Sydney, and Melbourne.—Per *Guthrie*,  
day, the 15th inst, at 5.00 P.M.

**NOTICES OF FIRMS**

**NOTICE.**

**THE** Undersigned has purchased the  
in-Trade, Goodwill, Property and  
of the **SOY SING FIRM** or **HUI SI**  
situated at No. 88, WINGLOK STREET,  
Kong, and will carry on the 34th day of April  
carry on the said business under the **SOY**  
FIRM of **SOY SING & Co.**

LI

Hongkong, 1st May, 1881.

THE PARTNERSHIP hitherto e

With reference to the above I shall be  
the Business of a SHARE and GENERAL E  
CHARLES S. BA  
Hongkong, 30th April, 1891.

**NOTICE**

**THE PARTNERSHIP** between H  
& RODYK, Solicitors, is DISSOL  
To, DAY by mutual consent.  
HENRY J. HOL  
ARTHUR B. RO

NOTICE.

FROM this date and until further  
 notice, Mr. ED. JNO. BOARDS is  
 appointed ACTING SECRETARY of the  
 Club.  
 By Order,  
 C. H. GEORGE,  
 Secretary.  
 Hongkong, 1st May, 1891.

THE THREE BEST BRAND  
 OF  
**SCOTCH WHISKY**  
 are Shipped to Hongkong  
 by  
 CUTLER, PALMER & CO.  
 A. The "PALE MALL" 12 Year  
 B. NAPIER JOHNSTONE'S  
 BOTTLE, Certificated, splendid quality

1057 a. Apply to Messrs. JARDINE, MATHESON & Co., or Messrs. SIEMSEN, & Co.

also had in a golden colour.  
 Sizes 3/8; 7/-; 10/6.  
 Ask Chemists for Rowlands' And  
 20, Hutton Garden, London.  
 Wholesale and Retail Agents for C  
 A. S. WATSON & Co.,  
 1008 Shanghai.

**"PINEO-T-A-S"**  
 THE IMPROVED NATURAL  
 DISINFECTANT.  
 FRAGRANT SMELLING AND NON-PO  
 PINEO-TAS DISINFECTING PO  
 1008 Shanghai.

In large ls. Bots., for use in the bath  
infected linen, &c.

OWNERS, will be ready to receive  
DEBT contracted by the Officers or  
of the following Vessels during the  
Hongkong Harbour:—  
ARLINGTON, APMR, Brit. str., J. G.  
David Sassoon, Sons & Co.  
COLUMBUS, Ger. ship, L. Healeop—  
Co.  
DOROTHEA, Ger. bk, H. Th. Moeller  
sen & Co.  
LYNNMOON, Ger. str., G. Heusermann  
& Co.  
ST. JAMES, AMR. bk, W. D. Burpham  
& Co.





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*(Continued)*

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